Fair: cooler.

Do you know that it is not the wisest plan to always buy the cheapest clothing?

Pay a little more and get goods of high merit. Do not be induced to buy goods on account of their dazzling superficial appearance. Look well into them-see that the garment is well-finished-that the texture is what it is claimed to be-that every seam is perfect, and that the buttons are not glued on.

We are manufacturers of high-grade Clothing, always giving the public the best the market affords, i. e.,

# A 20-per-cent.

Discount on all light-weight Suits, and Coats, and Vests, in the

TO THE TRADE:

Our GREENHOOD BOOT is made of selected Veal Stock, in both ½ D. S. and D. S. and Tap, the tap nafled both on outer edge and center of sole; the last insures a good fit, the material and work-manship promise durability, and the pattern shows style. We sell you the boot at the price of inferior goods, therefore you have a desirable boot to handle. Because it pleases the customer, it is easy to selly because it pays you a fair profit, you are pleased to sell it. Write us for sample case or sample pair, or any information regarding boots and shoes.

McKEE & CO., 93 & 95 South Meridian Street, Indianapolis.

"M. & D." WROUGHT STEEL RANGES,

BEST IN MARKET. Family, Hotel and Boarding-house sizes.
"QUICK-MEAL" Gasoline and Gas Stoves in great variety. "GATE CITY" Stone Filters. "TRE-

INDIANAPOLIS STOVE CO., 71 & 73 South Meridian Street

Ask your grocer for

Princess Flour.

DEATH OF A MILLIONAIRE

John A. Bostwick, of the Standard Oil

Company, Killed by Excitement.

Fell Dead When He Saw His Stables Burning

-His Coachman, Footman and Valuable

Horses Burned-Other Fatal Fires.

MAMARONECK, N. Y., Aug. 17 .- A fire

broke out shortly after midnight in the

handsome stables of John A. Bostwick, of

the Standard Oil Company, at his summer

residence on Oriental point, overlooking

Long Island sound. The fire department

of the surrounding villages hurried to the

scene. When they arrived, however, the

Bostwick stables had not only been gutted,

but the flames had communicated to the

stables of Mr. Constable, of Arnold, Consta-

ble & Co., of New York. After the fire had

burned out it was learned that Mr. Bost-

wick's coachman and footman were miss-

ing. They were known to have been sleep-

ing in their apartments on the second floor

in the stable. An examination of the ruins

was made as soon as possible, and their

charred bodies were found among the

Soon after the fire broke out Mr. Bost-

wick hurried out on the piazza, laboring

under great excitement. He had been in

ill health for some time, and when he saw

his stables on fire he suddenly fell back-

ward and became unconscious. He died

before medical aid could reach him. Death

is supposed to have been caused by heart

failure produced by excitement. The body

was carried into his room, and the great

est excitement prevailed in the household

The nearest physicians, who had been summoned, arrived only to be of no service.

The dead man's coachman and footman

went on a boating trip yesterday, on the sound, and it is said that when they returned to Mr. Bostwick's place, last night, they were both under the influence of

liquor. It is supposed that the fire was started by either of the two men carelessly

smoking or handling matches in the stable.

Eight valuable carriage horses and a num-

ber of carriages and carts were destroyed

The stables were gutted, and nothing of

the contents was saved. The loss is esti-

mated at \$50,000. The Constable stables

were also destroyed, together with the

contents, including several horses and

Destructive Fige at Portland.

PORTLAND, Ind., Aug. 17 .- Portland was

this morning visited by one of the most de-

structive fires in the history of the city.

The Odd-fellows' Block, Hairland's livery

barn, Conningham's carriage-works and

Gilpin & Davis's wagon-shops were de-

stroyed, causing a loss of \$30,000. The fire

started in the livery-barn about 8 o'clock

this morning. The department was almost

helpless, and could only stay the flames

and confine them to that square. I. N. O'Neal and Orla Higgans were both badly

injured, Higgans having an arm and leg

broken. The insurance is only \$4,000, be-

ing on the Odd-fellows' building. The

Odd-fellows will rebuild. A water-works

plant is being contracted for here now,

and in the future Portland will be able to

Eleven Lives Lost.

this morning, in the new model lodging-

house in Lyon square, Tredegar. There

were seventy-four persons in the building.

and the work of rescuing the inmates was

very difficult. When a search was made of

the ruins the bodies of four inmates were

found, burned to a crisp. Several persons

At 9 o'clock this evening nine dead bod-

ies had been taken from the ruins. Two

men have died of injuries received when

they jumped from the burning building.

Loss of \$12,000 by a Blaze at Akron.

ROCHESTER, Ind., Aug. 17 .- Akron, this

county, was visited by a fire early this

morning that destroyed the buildings' oc-

enpied by Charles F. Hoover, undertaker;

Charles King, restaurant; Strong Brothers,

dry goods, and the Fulton County News,

The loss will aggregate about \$12,000; par-

Hotel Guest Perishes.

PINE BLUFF, Ark., Aug. 17 .- Fire de-

stroyed the Lindell Hotel, the Cotton-belt

depot and several small adjoining build-

ings about midnight. The fire was caused

by a defective flue. E. K. L. Johnson, a

prominent lawyer of Dewitt. Ark., and a

guest of the hotel, was burned to death.

Loss on buildings and hotel furniture, \$20,-

Other Losses.

KENDRICK, Ida., Aug. 17 .-- Early this

morning fire destroyed four blocks in the business portion of this town. Owing to

the lack of fire apparatus it was impossible

to combat the flames. Loss, \$80,000; insur-

WASHINGTON, Kan., Aug. 17 .- At day-

hight this morning the large brick block

\$50,000, with about two-thirds insurance.

LONDON, Aug. 17 .- A fire occurred early

fight fire successfully.

were severely injured.

Special to the Indianapolis Journal.

tially covered by insurance.

000; insurance, \$14,500.

ance, \$50,000.

handsome turnouts and harness.

Special to the Indianapolis Journal.

Made by Blanton, Watson & Co.

Buy INDIANAPOLIS STOVES, and have no delay in obtaining repairs.

Cleveland, Cincinnati, Chicago & St. Louis ROUTE.

BANNER EXCURSION A TEN DAYS' COMBINED RAILWAY AND STEAMBOAT TRIP. SATURDAY: AUG. 27, 1892.

BIG 4 ROUTE. 

Big 4 World's Fair Route \$3-TO CHICAGO AND RETURN-\$3 For all trains of Saturday, Aug. 27, good to return on all trains of Sunday, the 28th, and Monday, the 29th. For tickets and full information call at Big Four ticke-fossices, No. 1 East Washington street, 36 Jackson place, and Union Station. H. M. BRONSON, A. G. P. A.

TRAINS DAILY CINCINNATI C., H. & D. R. R.

Ticket-offices corner Illinois street and Kentucky evenue, 134 South Illinois street and Union Station. H. S. RHEIN, General Agent.

COLUMBIA FLOUR. ASK YOUR GROCE BEST IN THE WORLD. ACME MILLS, West Washington St. 72° FOR WAGON WHEAT

WORLD'S FAIR DEDICATION.

The President Invited to Remain Three Days in Chicago-Proposed Reception.

Special to the Indianapolis Joarnal. CHICAGO, Aug. 17 .- President Harrison will probably be in Chicago three days instead of two, as at first contemplated, during the world's fair dedicatory exercises. Tuesday the committee on arrangements sent the President a dispatch formally inviting him to be present, and suggesting that he reach Chicago, if possible, on the 19th of October, as a reception in his honor on that evening, preceding the two days for dedicatory exercises, was being arranged for. The President to-day sent a telegraphic reply from Loon lake to Gen. Nelson A. Miles, thanking the committee for the proposition as to the recep-"I will make every effort to be in Chicago on the evening of Oct. 19," was the conclusion of the President's dispatch. Arrangements for the reception are therefore being made. It is expected that the

and Congressmen. Attempt to Rescue a Noted Outlaw.

reception will be at the Auditorium. Ex-

Presidents Cleveland and Hayes have been

invited, and it is expected both will be

present, as will also the Governors of the

States and Territories, representatives of

foreign governments and distinguished

army and naval officers, as well as Senators

Special to the Indianapolis Journal. RICHMOND, Va., Aug. 17 .- A dispatch has been received from Big Stone Gap. Va. which says that intense excitement prevails there over a threatened rescue of Talt Hall, the noted outlaw and murderer, under sentences of death at Wise Court House. Judge Skeen, of the county court, has received warning that "an overwhelming attack will be made on the jail. They will dynamite the town and take Hall at all hazards. Attack expected to-night and will surely be made this week, no mistake."
Every able-bodied, man in the community
is being summoned to go to Wise Court House to-night. The rescuing party is composed of the former followers of Hall, are led by Caleb Jones, who has a Gatling gun and a small cannon. They come from the mountains across the Ken-

Indianapolis Firm the Lowest Bidders. Boston, Aug. 17 .- The Brown & Ketcham Bron-works, of Indianapolis, are the lowest bidders for the interior iron work of the State-house extension, and will probably get the contract.

Only \$3.75 to Chie go Via the popular Monon route, the dining BLOCKADE AT BUFFALO

Railway Yards Crowded with Grain-Laden Carsand Perishable Freight.

Not a Train Moved Yesterday on Any of the Lines Affected by the Switchmen's Strike, Though Protection Was Afforded.

Lake Shore and Lackawanna Men Ordered Out at 1 O'Clock This Morning.

Lehigh Valley Firemen Also May Quit Unless One of Their Number, Discharged for Refusing to Do Switching, Is Reinstated.

Two Thousand Soldiers on the Ground, Patrolling the Affected Districts.

More Wanted by Mr. Webb, Who Thinks the New York Central Needs Additional Protection-Serious Charges by Mr. Sweeney.

MORE SWITCHMEN GO OUT.

Employes of the Lake Shore and Other Roads Quit Work-More Troops Requested.

BUFFALO, Aug. 18., 1:50 A. M .- The Lake Shore switchmen have just quit work. Several of them were seen and they said they had been ordered out and that the Lackswanns switchmen wil follow them in less than half an hour. Seven switch-engines in the South Buffalo yards, which were usually working at this hour, are idle. A telephone message from the Eleventh precinct states the men in the East Buffalo Lake Shore yards are also out. This is confirmed by other

2:50 A. M.-A telephone message from the Delaware, Lackawanna & Western office says the Lackawanna & Nickel-plate men are expected to strike in a few minutes.

A midnight conference between Brigadier-general Doyle, Mayor Bishop, Sheriff Beck, Superintendent of Police Morganstein, H. Walter Webb, Daniel H. McMillan, W. S. Bissell and E. C. Sprague, on behalf of the railroads, and several citizens, resulted in agreeing to send the following telegram to Governor

Flower, at Albany: We have become satisfied that the situation here in Buffalo under the pending strike has be-come so serious that we ask that the National Guard of the State be called out to protect the lives and property of citizens of this city and AUGUST BECK, Sheriff. CHARLES F. BISHOP, Mayor.

This dispatch has been wired and a reply

Yesterday's Developments. BUFFALO, Aug. 17 .- The railway yards in the outskirts of this city have been transformed into military camps. Nearly two thousand soldiers are scattered through Cheektowaga and the city. General Boyle, to-day, when the remainder of the Fourth Brigade, National Guard, arrived, threw his pickets clear down to Washington street, and placed strong guards at Michigan and other crossings. Soldiers with musket and bayonet are about the depots. In fact, the whole territory from the terrace to Cheektowaga, a distance of several miles, is under military occupation. All morning companies of infantry and batteries kept coming, giving the stations quite a warlike aspect. The calling out of addi tional troops was made necessary, owing to the extension of the switchmen's strike to the New York Central and West Shore

This is, to-day, a freight beleaguered city. The pulse of the railroad has stopped, and the wheels of business are clogged with accumulating freights. People who assume to be familiar with the symptoms of great strike movements are grave of manner and in a wearily derisive sort of fashion when some sanguine person announces that the strike will be short-lived. Those who see the militia on duty and go away with a conviction that now all will be peaceful, are regarded as flambuoyant optimists. Others, still, who hear that the State Arbi tration Board is here, then go about their affairs with the belief that all will now be adjusted, are slow to perceive or too quick

It will be recalled that the Central men struck and were defeated two years ago. Anybody who knows anything about labor movements does not need to be told that the Central switchmen would not go into another strike so soon without there being a concerted plan arranged and a determination to fight a pitched battle for supremacy. The men have driven the wedge at a most critical period, and whoever is responsible for the movement has shown generalship day of the fair, and every road coming into the Union Depot had from ten to fifteen excursion trains scheduled for the day. requires five switch-engines to make up the passenger trains in the Exchange-street station under ordinary circumstances, and on occasions like the present twice that number would be required to handle the business. Down in the great yards, four miles away, the idlers are thick. They can be seen among long lines of cars coming in and out, learning all they may. The troops are stationed along the tracks of the various lines. They are not yet accustomed to the duty, and the feeling of nervous apprehension lest they may be obliged suddenly to kill men has not yet worn away. Their faces are earnest, and, where the crowds are thick, white and determined. On the great coal trestles and on the tops of cars strikers and others keep their lookouts and pass their signals.

FIREMEN MAY STRIKE. A strike of locomotive firemen on the Le? high Valley may be ordered at any moment. A fireman in the Lehigh Valley yard was ordered to do switching. He refused and was summarily discharged. This case was taken up at the firemen's meeting last night and discussed. A committee was appointed to wait on the Lehigh Valley officials and demand reinstatement of the discharged brother. If the company refuses a strike of the tiremen on the Lehigh disystem, may follow. Should this occur, it | trains will be tied up the entire length of sition to be fair, he added, would not have each line. It is impossible to say to what any trouble. limit the trouble may extend.

Grand Master Sargent, of the Locomotive Firemen's Brotherhood, 18 here, as also is owned and occupied by the First National Grand Master Wilkinson, of the Brother-Bank was destroyed by fire. Loss about hood of Railway Brakemen. Their pres-Grand Master Wilkinson, of the Brotherence at this time is regarded as significant.

A brakeman stated to-day that the grand master has been sent to assume charge of the local situation. If any of the members are asked to assist in any way to make up trains, or perform any of the duties which ordinarily belong to a switchman, a strike of the brakemen will be ordered. The men, so the informant says, are in the most hearty accord with the switchmen and willing to strike on the slightest provocation should they see that such a move would bring the struggle to a finish. It is also learned from a reliable railroad man that Chief Arthur, of the Brotherhood of Locomotive Engineers, has been sent for. Locomotive Engineers, has been sent for.
The object of his coming could not be learned. Chief Arthur is known to be one learned. Chief Arthur is known to be one of the most conservative labor men in the United States, and his coming is supposed to be for the purpose of restraining his men, rather than to involve them in the present difficulty. Another version, however, puts it that the Chief intends to protect the interests of the engineers in case the firemen strike. On former occasions he has always refused to allow Brotherhood men to go out on trains with green firemen.

Third Vice-president Webb was seen this afternoon. He was not a bit rattled, and was serenely confident. He said: "We shall attend strictly to business and we shall look to the State of New York to do the same and protect our men from assault. This can not be done with a few militiamen, or with a thousand. The reported strike This can not be done with a few militiamen, or with a thousand. The reported strike on our line amounts to nothing. Our men are satisfied. They declined to work because they feared molestation. Many of them returned to their places this morning. We have assured them ample protection and I entertain no fear of results. We have run the New York Central as a non-union road for two years and we like it. Our men are higher paid than those of any road, and are well satisfied. We, on the other hand, have been spared the constant firing of committeemen and grievances at us, which was almost continual while the union was trying to help us run the road. The situation resolves itself into this: We can run this road now, this minute, with the men we have at our disposal if we can guarantee them protection in the discharge of them protection in the discharge of their duties. The State of New York must do that at once. We are in no trouble whatever. All we want is soldiers to prevent the men being killed or injured at their posts. As soon as there are soldiers enough we will have switchmen and other help in abundance. The New York Central, as I said, will run its road in its own

WHY THE CENTRAL MEN STRUCK. General Superintendent Voorhees, of the Central, said this morning that about 150 of the company's men were out. Continuing, he said: "This is purely a strike for increased pay. The pretension of the men that they want fewer hours is all humbug. They have worked in the past eleven hours a day, actual work, and they expect to continue that way, but they want their hourly compensation increased by an amount which is practically 10 per cent. It 16, as I said before, a strike for increased pay. The men have never before made the slightest objection to the number of hours they work."

"They made a formal demand for it?" "Yes. The night force came to us on Tuesday, at noon, and made the same demand as had been made on the other roads. They belong to the Switchmen's Union, and I suppose they made up their minds to do as the other union men did. Their de-mand was refused. The men employed on this road at Buffalo have been receiving more pay than any other men performing like service on any road in the State of New York, and we decided not to grant their de-

Asked whether the fact that the West Shore has been carrying freight transferred from the Erie had anything to do with prompting the Central's men to go out, Mr. Voorhees said he did not think it had. "We are obliged to handle whatever freight is The New York Central's yards in this

city passed through a strike two years ago.

Les company defeated the men, filling the yards with non-union workmen. It was not believed that the union could again get a strong hold in the yards, but committees have been working for several months preparing for a strike. A vote taken in the yards a week ago resulted in three-fourths of the men agreeing to strike for the tenhour system if necessary. The action last night was the result of the ballot. The company employs about twenty-five day engines and something over a dozen night engines, each having a switching crew of three men, besides the engineers and firemen, making a total of about 175 men in the switchingservice in theyards. This is nearly as many men as went out in the strike on the Lehigh Valley, the Eric and the Buffalo Creek roads, thus doubling the numher of men out. The day shift of the West Shore switchmen worked about one hour right where it stood. Their demands are similar to the demands of the Central men General Manager Halstead, of the Delaware, Lackawanna & Western, has issued imperative orders that no freight shall be received from any of the tied-up roads. The order also instructed agents at all junction points not to accept any freight that has been diverted from the Central, the Erie or the Lehigh Valley roads. Lake freight that is billed over either of the above lines will also be refused, should it be offered to the Lackawanna at this point. SUFFERERS BY THE STRIKE.

The fast-freight lines are probably the greatest sufferers by the strike. Thousands of dollars' worth of perishable goods are standing on the side-tracks of the several lines, and nothing can be done towards speech. They shake their heads and smile | forwarding them. The receipts of grain during the past three days have been nearly 3,500,000 bushels and 200,000 barrels of flour, the largest midsummer business known at this port. If everything was running smoothly there would be trouble in getting rid of this large amount of freight. In fact, the contract houses were keeping it moving fairly well, but now that the Central road is in the same predicament as the Erie, nothing can prevent a serious glut of grain in the Buffalo elevators and a detention of vessels in the river. It is true there are nearly two hundred canal boats waiting loads, but the stuff received is contracted through by rail at a rate far below the canal. Boat-owners find they can now squeeze the railroads, and are ordering an advance of 1 cent above last week. Predictions are numerous of 5 or 6 cent rate on wheat to New York before the strike ends. The scarcity of coal for the movement has shown generalship is another feature of the strike. The line of no mean ability. It was the opening steamers were compelled to go to other yards for fuel, and only the Lackawanna road is able to furnish cargoes for the upper lakes. "The coal is back of the strike," said an official. "Shipments of coal for the past three days were only ten thousand tons. There was some talk on the dock this morning of a movement against the Lackawanna unless that road ceased aiding the Lehigh."

Grand Master Frank Sweeney, of the Switchmen's Union, said to-day, when asked as to the chances of the strike becoming general: "No man can predict where this thing will end. It may spread like wild-fire. Certain it is that the men have done everything that a man with an onnee of self-respect could do to avoid forcing the issues to a strike. The Lehigh Valley men first asked for a reform in certain places June 11 last. The company's officers refused to listen to anything. They have the idea that they can drive the men and frighten them into submission, but they are mistaken. Switchmen cannot be driven. There is no question of the justice of their demands. These men ask that they be paid by the hour and be given time to eat their dinner. They also ask that when their committees go to the officers of the road to call the attention of the officers to abuses, in a respectful manner, that the company accord them common civility. The committee that waited on Superintendent Burrows, of the Central, were insulted by him and were at once discharged. They reported to the organization and as a result of Burrows's vision, and possibly on the entire Reading | brutal, overbearing conduct the men are out. I cannot say what will be done. is altogether likely that the firemen on the | There will be no lawlessness that the men Erie, the Central, the Buffalo Creek and can prevent." Mr. Sweeney declined to say other lines will go out also. If this should whether he would order the Chicago men happen the passenger as well as the freight out or not. Any road that showed a dispo-

Sergeant Elsaesser, of Company F. Sixtyfifth Regiment, was shot this morning at the Lackawanna trestle, Cheektowaga, He was handling a rifle when it was accidentally discharged. The bullet struck him in the forehead and went through the

the switchmen are not only not to blame for the acts of disorder that have been committed, but that they have not sanctioned them in any way. The best proof of this is that not one of them has been a rrested on any such charges. How long do you suppose our men would be out of jail if they had been concerned in these deeds? And how long do you suppose it would take the railroad's detectives, who swarm in the yards, to gobble them in! Not an hour or two. There is a great deal under the surface of this, matter which would surprise you to learn. You are aware that the Reading and Erie systems and their dependencies are decidedly unpopular among the working classes because of this treatment of their men. They treated their men like dogs, and McLeod, the president of the road, even declined to see the committee of the organization which went to Chicago. He was asked to give only so much as five minutes, but declined. When the first of this strike came, it be came necessary, somehow or other, to the switchmen are not only not to blame came necessary, somehow or other, to divert public sympathy from the strikers. Railroad lawyers and railroad managers are no fools, and they devised means by which they got public sympathy. The strikers did not set these cars on fire Sunday morning."
"Well, who did?"

"Draw your own conclusions," said Mr.

The reporter was not drawing conclusions, so he tried again. "Do you mean to insinuate these roads had the cars set on fire—burned their own property?" he asked, and Mr. Sweeney said:
"I have heard just the rumor going about, nothing less. It is well known that the cars burned were condemned—abandoned old hulks, shunted on to grass-grown sidings out in Cheektowaga, and lett there to rot. The Poles have been taking them to pieces and using them for fire-wood right along without any objection being made by the company. And these were the cars burned Sunday; and that burning set the citizens against the switchmen, who had had all their sympathy before. These were the most profitable bonfires lever heard of, and they didn't cost any body a cent, unless the county is foolish enough to pay for them. We can furnish evidence that they were abandoned and valueless "What is the attitude of your organiza-

tion and the Buffalo members toward the militia; are they friends or foes?" "Friends," replied Mr. Sweeney, promptly. "but the presence of the militia is absolutely unnecessary to prevent destruction of property by any of our people. We will do no destruction. We have done no destruction and we have planned no destruc-

"Will you aid rather than hinder the militia in their efforts to protect property? "We shall aid them in any way their officers may suggest. We are not thugs, but well disposed people, who want to gain their ends by peaceable means. The Buffalo members are too well known to do any overt act and not be immediately appre-"Do you look for success in this switch-

men's association movement?" "I expect it will succeed," was the reply. "We will succeed in the proper way, too, by not working and letting the roads learn by experience that they cannot get com-petent men to fill our places. There are union yards in the West where they do not injure five dollars' worth of property a year. Every green switchman learning his business costs the road where he is learning about \$200 before he's got his lessons, and when he has he gets an experienced man's pay, or goes to a road where he can get it. Why, these roads are at their wit's ends trying to get men, and they ain't got

Just here Mr. Sweeney pulled a long telegram out of his pocket and read a line or two, "This is from Chicago," said he. "They have got a recruiting office in Room 19, Atlantic Hotel. This telegram is fron. one of my scouts. He wires: 'I hired out to them last night, and was to come at once, but I am here yet.' Now," said Mr. Sweeney, "If these people think they will get any comfort from Western switchmen they are greatly mistaken-the Western men will fool them."

COMPLAINTS OF THE TROOPS. Although the troops were more comfortable to-day than yesterday they are complaining bitterly because the railroads do this morning and then dropped everything | not send passenger coaches out for shelter. They are forced to lie down on the ground, and, not having sufficient blankets. it is very hazardous to health General Doyle said this forenoon: "We are making all provision for shelter. A large number of tents have been ordered from New York and we expect them to-day." A large tent has been erected beside the Lehigh tracks, a hundred paces away from General Dovle's headquarters in the William-street station. Another smaller tent is pitched be tween the Erie and Lehigh tracks. These coverings helped to give shade to the men off duty. Many get away from the hot sun by getting in the shade of cars and buildings. It was a busy day for General Doyle and his staff, for the arriving troops had to be placed to the best advantage. When all was done, the railroad property that might be jeopardized by rioters was thoroughly patrolled and protected. The blue coats and gleam-

ing bayonets of the soldiers could be seen every where. "Our pickets are thrown out for a distance of three miles beyond the city line,' said General Doyle, "and extend elear down town. There is probably a total in various directions, of about twenty-five miles. We have a force of about two thousand men, and are in excellent condition to preserve order."

A strong guard now keeps Queen's street closed from the Lackawanna trestle north. The loafers who used to congregate on the trestle, over the heads of the soldiers, have been driven off, and it is to-night occupied by the signal corps of the Seventy-fourth regiment, who are employed in transmitting orders to and from headquarters from

To-day all through the Lehigh Valley yards and the Buffalo Creek yards, down on the island, and on the Tifft farm, from Michigan street out and around to the Lake Shore "Y." everything was quiet. dull, almost dead, Freight cars of all kinds and containing all sorts of freight stood in long lines, filling all the switches and side-tracks. The companies did not try to do anything, so the strikers kept quiet, and there was no trouble of any kind. During the afternoon there were not thirty men in the whole territory of two or three miles

NO CARS MOVED.

All day long the Buffalo Creek road did not move a car. The Lehigh people would not attempt any work, because, they said. there was not protection enough on the ground. There had been no assaults or disturbances there as yet. But they knew. if work should be attempted, there would be trouble with the strikers at once. A company of sent to the Lehigh late to-night. Work will begin to-morrow morning and as many trains as possible will be got out. The old Lehigh Hotel, a large two-story frame house, has been refitted with thirty cots and mattresses and stocked with provisions for a week. Workmen and soldiers may both be quartered

At the Erie elevator there was a prospect of trouble. The elevator was glutted with grain. Six hoats had to is refused. An ttempt was made to run down a string of empty cars, but the strikers interfered. Two companies of soldiers were ordered over from William street. When they arrived the attempt had been given up and nothing was done. The place was deserted, so the soldiers went back again to East Buffalo. To-night the Buffalo, Rochester and Pittsburg trains are run regu-

The companies are not idle, as is evidenced by a device that will be put in op-[Continued on Second Page.]

Thousands of Free Miners in Revolt Against the Authorities of the State.

Another Attack Made on the Stockade Near Oliver Springs, and the Guards and Convicts Forced to Eurrender.

All the Militia Ordered to Coal Creek, the Next Point of Trouble.

The Governor Also Calls for 8,000 Volunteers to Assist in Restoring Order and to Prevent Further Destruction of Property.

Report that a Battle Between Troops and Miners Was Fought This Morning.

Cannonading Heard at Knoxville-Wires Cut and Telegraph Offices Seized-Newspaper Correspondents Held as Prisoners.

### ANOTHER BATTLE.

Troops and Miners Fighting at Coal Creek -Newspaper Men Made Prisoners. Special to the Indianapolis Journal.

KNOXVILLE, Tenn., Aug. 18.-The telegraph wires to Coal Creek have been cut, but it is reported that a battle is raging between the troops and the miners. Cannonading can be heard in the distance this morning. The streets here are crowded with a howling mob and the greatest excitement prevails. Five newspaper correspondents who went to Coal Creek have been captured by miners and are held prisoners.

## RIOTOUS FREE MINERS.

The Stockade at Oliver Springs Attacked and the Convicts Sent to Nashvilla, Special to the Indianapolis Journal.

KNOXVILLE, Tenn., Aug. 17 .- Anarchy reigns supreme in the mining fegion north of this city. The excitement here is intense, and is heightened by the lack of definite information from the scenes of trouble, the wires having been cut. The mob is in actual possession of the property of the East Tennessee company in the region of Coal Creek and Oliver Springs. They have cut the wires in many places, and have also torn up the tracks. All the troops in the State, less than two thousand men, have been called out, and the Governor has requested the sheriffs of adjacent counties to raise eight thousand men to assist in quelling the disorders. Nobody knows the strength of the miners, but it is said the woods, bills and valleys are full of them, Their number, including the mountaineers in sympathy with them, is fully twenty thousand, all well inured to hardship and acquainted with the country-two important things in a warfare of the kind now going on. It will thus be seen that the authorities are at a decided disadvantage, and unless the miners lay down their arms of their own accord it will take months to restore order. No one can foretell the end.

At a late hour last night over one thousand miners captured three locomotives and several empty coal cars at Coal Creek and forced the engineers to take them to Oliver Springs, where about ninety-five convicts were employed in the mines of the Cumberland Coal Company. They arrived at Oliver Springs about 4 o'clock this morning, assaulted the stockade and a lively battle ensued. The stockade was defended by fifty picked guards and a militia company of thirty-eight men. Hundreds of shots were exchanged, but, strange to say, no one was injured,

The guards and militiamen, seeing that it was useless to combat a force of one thousand infuriated and determined men. quietly surrendered. The convicts, guards and soldiers were loaded on a train of flat cars, and the engineer, at the muzzle of a Winchester rifle, was compelled to pull the train out in the direction of Knoxville. The stockade was then burned to the ground. Arriving at Clinton, permission was obtained from the railway officials to bring the length of pickets, counting all the details | convicts to this city. The train, which was the only one in or out for twenty-four hours, arrived in the Knoxville & Ohic railroad yards, and was soon surrounded by an immense throng of people. Four convicts escaped between Oliver Springs and this city.

> SEEM TO HAVE PLENTY OF MONEY. Communication with Coal Creek was restored this afternoon. The line was no sooner reopened than the miners took forcible possession of the office at Coal Creek. and to prevent the handling of regular business filed thousands of words of stuff. They paid for all messages at regular rates, and the company could not refuse. The miners have two

or three operators employed, and it is impossible to get a message through with anything like privacy. Sherift Helloway, of this county, this afternoon received a dispatch from Governor Buchanan. telling bim to summon 500 men at once and send by the nearest route to Oliver Springs and Coal Creek to aid in suppressing the trouble now going on in that vi-It was intended to send the convicts released at Oliver Springs this morning to Nashville by train at 5 o'clock, but it was

almost 9 before they got away. They were taken from cars and marched to the county jail, where they were given supper. It was the first meal they had caten for thirtysix hours and they devoured the food as ravenously as wild beasts. After supper they were marched to the railroad station, where they were guarded until the departure of the train. Passengers on a train just arrived from Coal Creek say that Camp Anderson, at that place, the only point in the State where convicts are at work, will be taken tonight. The assault will take place before midnight, they say. Over 1,500 miners are massed at Coal Creek, all heavily armed. They have captured two companies of militia sent to Oliver Springs last night They locked the soldiers in a warehouse at Clinton this morning, and afterwards marched them across the mountain to Coal Creek. When the proposed assault on Camp Anderson is made, to-night, they will force the captive soldiers to march at the head of the column, and have sent word to the officers in command of their intention. They believe that the officers of the camp will refuse to fire on them as long as the soldiers are in front. The miners held . meeting this afternoon, and several war-